

The Best FORD The Cheap

You can buy a FORD Touring Car for less than a good team of horses and a carriage will cost you and, more than that, it is more economical to maintain. It is a quicker, a safer and a more reliable steed. It's will is your will, where you want it to go it will go. There is no road too rough, no hill too steep. Think of the pleasure, the comfort and the convenience you are denying yourself and family as well as the time you are losing for the lack of a FORD.

BRYANT BROS., Agents
Mt. Vernon, Ky.

Going West?

Want some reliable information about any of the country west of the Rockies—California, Oregon, Washington, Idaho, Montana, Nevada, Utah, Arizona, New Mexico, Texas? Want to know something about farming opportunities, railroad rates, routes, automobile highways, hotels, resorts, prices of land, methods of farming, etc.? It's our business to know all about this Pacific Slope country. Sunset Magazine is the one big national magazine, reflecting the life of this country and giving accurate information concerning its growth and development. Send 10 cents for a sample copy of Sunset Magazine and write us a letter asking for whatever information you desire concerning any state in the West.

SUNSET MAGAZINE SERVICE BUREAU
San Francisco

JONAS MCKENZIE THE OLD RELIABLE

A good line of General Merchandise

Farm Implements

UNDERTAKER



Our line of Couch Caskets is unexcelled. Hand-made Coffins furnished. Hearse sent to all parts of the County.

All orders by Wire Promptly Filled

W. A. COX,

Phone 94-S

MT. VERNON, KY.

Saved Girl's Life

"I want to tell you what wonderful benefit I have received from the use of Thedford's Black-Draught," writes Mrs. Sylvania Woods, of Clifton Mills, Ky. "It certainly has no equal for a gripe, bad colds, liver and stomach troubles. I firmly believe Black-Draught saved my little girl's life. When she had the measles, they went in on her, but one good dose of Thedford's Black-Draught made them break out, and she has had no more trouble. I shall never be without."

THEDFORD'S BLACK-DRAUGHT

in my home." For constipation, indigestion, headache, dizziness, malaria, chills and fever, biliousness, and all similar ailments, Thedford's Black-Draught has proved itself a safe, reliable, gentle and valuable remedy.

If you suffer from any of these complaints, try Black-Draught. It is a medicine of known merit. Seventy-five years of splendid success proves its value. Good for young and old. For sale everywhere. Price 25 cents.

BEST PAID MEN ARE NOW ASKING FOR HIGHER PAY

Government Officials Fail To Find Justice In Demands Of Train Service Employees.

By Judson C. Welliver In The Washington Times.

Administrative and legislative authorities in Washington are taking a distinctly different view of the present effort of railway trainmen to compel an advancement in their wages, from any that has been taken on former occasions.

It is very apparent that the case for the employees seeking higher wages is viewed with less amiability than ordinarily. In legislative circles there has recently been serious talk of legislation to prohibit strike by employees of interstate carriers and to provide a procedure for compulsory arbitration.

The impression has gained a good deal of ground, that certain favored classes of employees have for a long time been systematically aggregating to themselves most of the increases in wages.

Highest Paid Class Of Men

On behalf of the engineers and trainmen who are making the demand for a large wage increase, it is urged that the higher cost of living justifies their demand. Yet these men, the engineers, firemen, conductors and brakemen, are the highest paid classes of railroad labor. The question being asked why an engineer getting an average wage in 1913 of \$5.20, should require an increase while trackmen, who were getting \$1.58 per day, should be left out?

Again, the average wage of conductors in 1912 is shown by the statistics of the Interstate Commerce Commission to have been \$4.39 per day. At the same time, telegraph operators and dispatchers were getting an average wage of \$2.52 per day.

If the increased cost of living for the \$4.39 conductor necessitates a large increase in his compensation, where does the \$2.52 dispatcher come in?

No demand is being urged on behalf of the operators and dispatchers, and some of the railroads have lately been intimating vigorously that if a big additional burden must be laid on their labor funds they would like to give the benefit to the poorer paid classes of employees.

The truth of the whole business is that, as a whole, the railroad employees of the country are not very highly paid as compared to other people. A few classes of railroad men are paid very high wages. The most fortunate of all these classes are the engineers, firemen, conductors and brakemen.

Rate Rising Rapidly

Not only are these four classes paid much more liberally than other employees, but the figures show that their rate of wages has been rising more rapidly than that of any other classes.

In 1914 the Interstate Commerce Commission's report showed the number of railroad employees for the entire country to be 1,710,296. Out of this number there were 62,021 engineers, 64,859 firemen, 48,201 conductors, and 136,808 other trainmen; a total of 111,890, or just about one-sixth of the entire number.

At that same date, the number of trackmen, exclusive of firemen, was 337,451. That is, the number of common laborers on the section was greater than the entire roll of engineers, firemen, conductors, and brakemen. Yet this huge army of trackmen was working for an average wage of \$1.58 per day, while engineers were getting \$5.20, firemen were getting \$2.13, conductors were getting \$4.39, and other trainmen were getting \$3.04. These figures are the commission's averages for the entire country.

Condition Bettered

Largely because they are the best organized classes or railway worker and have been unremitting in their demands for better wages, these four classes have succeeded in bettering their condition rapidly and regularly at the expense of the other classes which are not so highly organized.

The trainmen, whenever they insist on a wage increase, have, on their side, the tremendously potent argument that if they don't get what they ask, they can walk out and tie up the whole railroad system. No other class of employees could do this, because no other is so instantly indispensable.

How effectively the four favored classes have used their power is shown by the cold figures. In the ten years from 1903 to 1912, inclusive, the salaries of general officers increased an average of 17 per cent.

In that same ten-year period the salaries of engineers increased 24 per cent.

During those same ten years the wages of general office clerks increased 13 per cent, while the wages of firemen increased 32 per cent.

During those same ten years the wages of telegraph operators and dispatchers increased 14 per cent, while those of trainmen other than conductors increased 36 per cent.

Impressive Statement

Here is an impressive statement of CHAMBERLAIN'S TABLETS HAVE DONE WONDER FOR ME.

"I have been a sufferer from stomach trouble for a number of years, and although I have used a great number of remedies recommended for this complaint Chamberlain's Tablets in the medicine that has given me positive and lasting relief," writes Mrs. Anna Kadin, Spencerport, N. Y. "Chamberlain's Tablets have done wonders for me and I value them very highly." Obtainable everywhere.

fact about railway wages that ought not to escape attention. There were a total of 37,873 employees classified as switch tenders, crossing tenders, and watchmen. These were receiving in 1912 an average of \$1.70 per day, which was actually 6 cents a day less than they had been receiving ten years earlier.

At that time there were 48,201 conductors with whom the statistician dealt. The conductors, therefore, were only a slightly more numerous class than the tenders and watchmen; yet, while the conductors had had their wages raised from \$3.38 to \$4.39 per day, the less fortunate class of tenders and watchmen had to stand a reduction from \$1.76 to \$1.70 per day.

If the cost of living has been steadily advancing for conductors, so as to justify an increase of 27 per cent in their wages, it seems difficult to explain why that same cost of living should have fallen sufficiently to warrant a decrease of 3 per cent in the wages of switch tenders, crossing tenders, and watchmen.

Take the single classification of general office clerks. There were 7,106 of these according to the official report. A much larger number than of either engineers, firemen, or conductors.

These general office clerks were paid an average of \$2.31 per day in 1903, and of \$2.50 in 1912; an increase of only 13 per cent in the ten-year period.

General office clerks, without exception, are compelled to live in cities, where the cost of living is high.

Engineers Better Off

Engineers, on the other hand, are distributed between large towns and small towns; on the average, their living circumstances ought to make their expenses average considerably less than those of office clerks, yet the statistics show that engineers have received in the ten-year period an increase of 24 per cent in their wages, making them average exactly \$5 per day, while general office clerks have received an increase of only 13 per cent, making them average \$2.50 per day.

One of the worst underpaid classifications of railway employees is that of the station agents. There are just about 40,000 of these in the country, or nearly as many as the number of conductors.

In 1903 station agents averaged \$1.50 a day, and in 1912 they had been raised to only \$2.20 a day, while in that same time conductors had advanced from \$3.38 to \$4.39.

That is, the station agent in 1912 was getting just about half the wages of the conductor, and in ten years he had had an average increase of 17 per cent, while the conductor's increase had been 27 per cent.

Here are two of the most numerous classes of railway employees: trainmen, other than engineers, firemen, and conductors, numbered 38,809, while trackmen numbered 337,451. The statistics show that the trackmen were getting in 1903 an average of \$1.31 per day, and in 1912 an average of \$1.50 per day, an increase of 14 per cent.

What Others Get

On the other hand, the classification of other trainmen was getting in 1903 \$2.17 per day, and in 1912, \$2.96 per day, an increase of 36 per cent. In percentage, this is the largest advance received by any single class of railway employees during this decade.

A general survey of wage conditions in the railway service and in other industries, it is believed, would show that in the last fifteen years the highly organized and favored classes of railway wage earners have had their incomes increased more than almost any other class of workers in the country, while the much more numerous, but less effectively organized classes of railway workers have probably received rather less increase than other industrial workers in general.

In view of the strong feeling that these most fortunate classes of the railway employees are now making, it is not unreasonable to expect that attention is now being called as never before to these general discrepancies. There is a strong disposition to inaugurate a general and sweeping investigation of the whole question of railway wages with a view to establishing some sort of public regulation not unlike that already applied to railroad rates, in the interest of employees and public alike.

Meanwhile, there is a marked disposition to extend further favors to these classes already most highly favored, at the expense of other classes of employees who appear to be getting very low wages.

Effects Of A Tie-Up

It is calculated that if a general tie-up and paralysis of all freight traffic should result from the demand of 2 per cent in their wages, a large number of the poorer people of New York City would face starvation within three days. In other words, these people have available supplies of food for not more than two days ahead. Other large cities would face like conditions. Milk supplies would be cut off, and babies dependent on the daily milk jar for sustenance would be left to perish. The distress would reach all classes everywhere, and more especially the working people because factories necessarily would be shut down on account of inability to secure raw material or to ship finished products.

ATLAS WONDER
THE Texas Wonder cures kidney and bladder troubles, dissolves gravel, cures diabetes, weak and lame backs, rheumatism and all irregularities of the kidneys, bladder in both men and women. If not sold by your druggist, be sent by mail on receipt of \$1. One small bottle in two months' treatment and seldom fails to produce a cure. Send for descriptive folder to J. W. Atkinson, St. Louis, Mo. Sold by druggists—Adv.

CRISIS FOR ROADS IN THE MOVEMENT FOR HIGHER WAGES

Would Add Millions to Expenses Of Southeastern Lines—Public Viciously Interested.

Washington, D. C.—The railways of the southeast are facing a critical situation in the proposed demands of the engineers, firemen's, conductors' and trainmen's Brotherhoods, which have joined in a nation-wide effort to force the railways of the country to grant further concessions, which would add millions of dollars to the payrolls of the railways with out enabling them to earn a cent more than under present conditions or to in any way give better service to the public," declares a statement given out by the executive committee of the southeastern railways.

"The demands of the Brotherhoods are generally referred to as demands for an eight hour day and time and a half for overtime, but they are not in reality for an eight hour day in the sense in which that term is commonly understood," the statement continues. "The employees are not asking that they be relieved from service at the end of eight hours, as they realize that this is not practicable in road service, and the form in which the demands have been made clearly shows this."

More Pay For Overtime
"Thus the language of their own proposed demands is that on runs of one hundred miles or less overtime will begin at the expiration of eight hours. This simply means that if a freight train requires, as it usually does, at least 10 hours to run 100 miles, the train and engine employees shall receive their day's pay for eight hours of work and shall receive time and a half for the two additional hours."

"There is not a line in the proposals concerning road service that in any way limits the number of hours the employees are to work, and their proposition simply resolves itself into fixing the period at which overtime begins to accrue and after which they shall receive time and a half instead of their regular hourly rate."

In a discussion of the proposed demands in the official journal of the Trainmen's organization, the following explanation of the demands is given by one of the vice-presidents of that Brotherhood:

"There appears to be some difference of opinion as to what such a proposal involves, therefore it may be reasonable to say that there is quite a difference between an eight-hour work-day and an eight-hour basic work-day."

"The first contemplates that eight hours shall be the maximum working time, and as a rule where the eight-hour work-day obtains through contract relations between employer and employee, it is the constant endeavor to prevent working overtime except in cases of necessity. It appears that some of the men in the train service are of the opinion that this is the proposal of the organizations. However, this is not the case. The second, the eight-hour basic work-day contemplates that eight hours shall be the basis for a day's work and any time in excess thereof shall be paid for as overtime, consequently under such a provision there is no limit to the hours worked. The latter system is the one proposed by the train service Brotherhoods and is in accord with the action taken by the delegates, at the Eleventh Biennial Convention of the Brotherhood of Railroad Trainmen."

Same Work, More Money
"The proposals of the employees, as in reality formulated and officially explained in the above citation, simply mean that they shall be paid more money than at present for the same work they are now doing. The matter, therefore, resolves itself primarily into a question of wages and consequently of increased cost."

"Applying the proposed demands to the present conditions of work would mean an increase ranging from 12 to 40 per cent in cost, as the roads would be compelled in most cases to continue the present hours of operations since changes to escape the payment of overtime would cause a higher percentage of increase than the figures already given."

"The railways of the southeast are in no condition to stand any increase in their operating expenses, much less such increases as would result from granting these demands. They already pay higher wages to train and engine employees than are paid in other sections of the country where traffic is much more dense and they have had no part in the rate increases which recently have been granted by the Interstate Commerce Commission to railways in other territories."

"Preliminary estimates show that on some lines the increases asked by the employees would more than wipe out all income after payment of operating expenses, fixed charges and taxes. The railways would be forced either to secure increases in their rates or to lower their cost of operation by curtailment of train service and reducing the outlay for maintenance and improvement necessary to meet the transportation needs of the rapidly developing southeastern territory."

WHOOPIING COUGH
One of the most successful preparations in use for this disease is Chamberlain's Cough Remedy. S. W. McClinton, Blandon Springs, Ala., writes: "Our baby had whooping cough as bad as most any baby could have it. I gave him Chamberlain's Cough Remedy and it soon got him well." Obtainable everywhere.

Children Cry FOR FLETCHER'S CASTORIA

When one car gives better service than any other car
When one car out lasts any other car,
When one car is easier to drive than any other car
When one car runs smoother than any other car
When one car is more economical to maintain than any other car,
When one car costs less to buy than any other car.

Its No Wonder

That 2,000 of these cars are sold each day.
That more of these cars are sold than all the other (160) different makes combined.

FORD—the Car of service.

BRYANT BROS., Agents
Mt. Vernon, Ky.

GRANVILLE OWENS UNDERTAKER

Brodhead Ky

— COMPLETE LINE —
Coffins, Caskets and Robes
Mail, Telegraph or Telephone orders Promptly Filled



SPECIAL TRAIN EXCURSION CINCINNATI AND RETURN
Sunday,
\$1.50 ROUND TRIP FROM Junction City
SPECIAL TRAIN LEAVES JUNCTION CITY 5:35 A. M.
C. B. HARBERTSON, Ticket Agent JUNCTION CITY, KY.

WANTED CROSS TIES Black & White Oak

DELIVERED AT END OF JOHNETTA RAILROAD Johnette, Ky.

WILL PAY the FOLLOWING PRICES:
No. 1, White Oak, 7x9, 8 1/2 ft. long, 45c.
No. 1, Red or Black Oak, 7x8, 8 1/2 ft. long, 25c.

C. H. RICE, Agent
LIVINGSTON, KY.

For HARMOUNT TIE & LUMBER CO.

Round trip ticket to Frankfort \$4.15 May 15, 16, and trains scheduled to reach Frankfort before noon May 17, limited to may 20, account Grand Commandery Knights Templar of Kentucky.

Women \$30 for distributing 100 free skeins wear Proof darning cotton with hosiery, your section. Experience unnecessary. International Mills, Dept. 6 00, Norristown, Pa. 4-7.

RHEUMATISM
If you are troubled with chronic or muscular rheumatism give Chamberlain's Liniment a trial. The relief from pain which it affords is alone worth many times its cost. Obtainable everywhere.

Children Cry FOR FLETCHER'S CASTORIA

SOLITE OIL
the Lamp Oil that Saves Eyes
Nothing is more important to the home than clear, steady light. Insure this by getting the oil that burns clear and clean without a flicker down to the last drop. Pennsylvania crude oil refined to perfection. Costs no more than the inferior kerosene oils—saves MONEY—saves WORK—saves eyes. Your dealer has SOLITE OIL in barrels direct from our works.
Chas. C. Stoll Oil Co.
Lexington, Ky.
Refinery at Warren, Pa.
We sell the celebrated "No Carb" Auto Oil.

P. H. Conover Dentist
MT. VERNON, KY
From Rooms over Baker's Phone 49-S.

BETHURUM & LEWIS
Attorneys at Law

Will practice in all the Courts
Offices in Bethurum Bldg.

TAKEN UP
A black male hog weight about 100 pounds, unmarked. Owner must call for same at once or I will make some disposition of the hog. **RAMIE SHEPARD,** 4-244. Mt. Vernon, Ky.